AUTOMOBILES.

Gev. Richards Will Welcome Tourists to New Hampshire-Lewis Strang to Start Fifteenth With the Thomas in Grand Prix Race in France on July 8.

Seth M. Richards, Governor of New Hampshire, will welcome the members of the Aute mobile Club of America pleasure tour part; when they arrive at Newport, N. H., on the third day of their trip, which is scheduled to begin on June 19 from this city. New Hampshire's State Engineer, A. W. Dean, is also inerested in the tour and has given orders that he roads to be used by the tourists in his State be thoroughly inspected before the date the tourists are due to drive over them. State Engineer Dean will also attend the re-ception to the Automobile Club of America tourists at Bretton Woods.

The bureau of tours of the club has already received fifteen entries for the tour, though entry blanks were not sent out to members the Automobile Club of America and to the subscribers to the bureau of tours until less than a week ago. Waldron Williams, chairman of the bureau of tours, has received a great many requests for information regard-ing the tour, which has aroused a lot of interest among automobilists who wish to tour in comfort and not be compelled to take part in what practically amounts to a daily road race over bad or indifferent roads in a fully equipped touring car. In the club's tour there will be no requirement about making the daily journeys within a specified time, and instead of having to keep going all day in order to reach the night stop in time the members of the A. C. A. and bureau of tours ubscribers will make regular stops every poontime for lunch at some place appointed

Another advantage that will be enjoyed by the tourists is that all of the night stops are to be made at points where the hotel accommodations are not only entirely adequate for large parties but will be of the very best in the country. The places where the tourists will stop for the night—Waterbury, Conn.: Manchester, Vt.; Sunapee Lake, N. H.; Conn.: Manchester, Vt.; Sunapee Lake, N. H.;
Bretton Woods, Poland Springs, Me.; New
Castle, N. H., and Boston—all have official
Automobile Club of America hotels, garages
and restaurants. As the club gives its official
appointment only to establishments that can
furnish the best accommodations the tourists
are assured beforehand that no inconveniences
will be experienced on the pleasure tour.
The names of the entrants for the tour
were not announced yesterday by the bureau
of tours, but the following cars have been
entered: 40 horse-power Berliet, 50 horsepower six cylinder Chadwick, 28 horse-power
Franklin, 35 horse-power Darracq, 30 horsepower Peerless, 18 horse-power Ford, 24
horse-power Berliet, 38 horse-power Popefoledo, 30 horse-power Cleveland, 45 horsepower Royal, 30 horse-power C. G. V., 40
horse-power Lozier, 50 horse-power Thomas,
35 horse-power Stevens-Duryea and 32 horsepower Corbin. Bretton Woods, Poland Springs, Me.; New

Harry S. Houpt, who is now in France superintending the practice work of Lewis Strang with the Thomas racer, which is the sole American entry for the Grand Prix contest of the Automobile Club of France on July 8, has received word that his application for membership in the Automobile Club of America has been favorably acted upon by the board of governors. Mr. Houpt has informed J. E. Bolles, his business partner, that Strang has drawn number 15 in the big race over the Dieppe circuit next month and that a total of forty-nine entries have been made for the event.

A well known New York automobilist said vesterday that a speed trap is being operated in the village of New Providence just west of the West Summit station on Springfield avenue, which runs through Summit and Berkeley Heights. He says the trap is worked by a single individual with a stop watch who times cars as they enter into view around a bend in the road and again as they reach the junction of Springfield avenue with another road entering it diagonally from the northesst. If the car covers this distance at a speed greater than fifteen miles an hour it is stopped and the driver charged with violating that section of the law limiting the speed of automobiles to fifteen miles an hour at "prominent intersections." The village is hardly large enough to appear on the map and the ordinary road speeds through it are perfectly safe. There are no cautionary signs.

Indianapolia automobile owners who have not paid their city license fees are being arrested by wholesale on warrants obtained by City Controller Breunig. It is declared that only about 200 of the 1,000 owners of cars in the Hoosier capital have paid their city fees and that a great many motorcyclists are also delinquent. The city officials are trying to settle whether motorcyclists should pay a fee of \$1 as cyclists or \$3 as automobilists.

of \$1 as cyclists or \$3 as automobilists.

Lord Montagu, the well known British motorist, has made a suggestion that a conference be held between the various motoring organizations and the chief constables of the various counties. He hopes that from a discussion of this nature some practical agreement could be arrived at for checking the reckless driving of the comparatively few motorists who bring discredit on the general body of car owners. The majority of the chief constables have no desire to persecute motorists, and they will probably welcome any assistance in controlling motor traffic on fair but effective lines. At the same time their position is very difficult, as they have to keep faith with the general body of the public who as non-motorists suffer a good deal of inconvenience from motor cartraffic. Motoring bodies will have to meet the police authorities openly and honestly, however, if any good is to result from a conference, and there must be no shielding of the drivers who at present induige in fast travelling at unsuitable places and at the same time are members of the various associations. Motorists will probably have to submit to some form of timing over long distance stretches, with a fair margin allowed by the police and with every care taken to prevent mistakes being made.

Robert L. Johnstone of Glen Ridge, N. J., made a novel plea in the Montolair police court a few days ago for speeding his automobile over South Mountain avenue. Mr. Johnstone admitted that technically he had exceeded the speed set by law, but asserted that he had endangered the life of no one, that he had slowed up when passing the only carriage met, and that it was at this ponit the policeman had over taken him.

Former Assemblyman Hampden L. Johnstone accompanied his brother to court and said;

Former Assemblyman Hampden L. Johnstone accompanied his brother to court and said:

"The New Jersey automobile laws are unjust. I have a brother living in the Mohawk Valley, N. Y., who wished to tour the States along the Atlantic coast. He had no trouble in obtaining a permit for every State except New Jersey. Here he was informed he must take out a license for a year before he would be allowed to run his car through the State."

Mr. Johnstone added that the laws should be made to protect life and property and not for an arbitrary speed limit, which really afforded no protection at all.

"Cars may be run at times over Mountain avenue," he said, "at twenty or even thirty miles an hour without danger, and at other times four miles an hour is unsafe. The greatest danger I ever experienced while in an automobile was while running over Mountain avenue at a speed of four miles an hour. My car was stoned then and one of my party severely injured. I think for the safety of the automobilists they should get out of such a dangerous locality as soon as possible."

An experienced driver advises that the clutch be withdrawn when a car is running over a patch of newly laid or unrolled crushed stone surface material.

Motorists who may have occasion to drive their cars in New Jersey are warned that another pitfall for the unwary driver who has a desire to "let her out a bit" has just been established on the road from Metuchen to New Brunswick. It is placed just at the beginning of a fine straightaway stretch, and that its location is an excellent one for the purpose is shown by its large takings, \$400 in fines having been collected in one day. Autoists going that way should refrain from opening the throttle on anything that looks ettra tempting for a spurt. There is also a trap being worked at Princeton on the very edge of the town at the Kingston side.

The Pennsylvania Motor Federation is giving an illustration of how a big attendance is being worked up for the good roads and legislative convention to be held at Buffalo July 6, 7 and 8, and it affords a suggestion to organizations in other States. All the road commissioners and the boards of supervisors, through their secretaries, have been notified of the convention, and these secretaries requested to invite personally every supervisors and road builder in the district. For all interested in road work, officially or unofficially, there will be an immensely valuable stock of information to be obtained at this biggest of all good roads demonstrations. Chairman R. P. Hooper of the committee in charge has been busy organizing an invasion of Buffalo by delegates from various States, and a record breaking event is promised.

The report for 1907 of the General Omni-us Company of Berlin, which is the largest fananort undertaking of its kind in Germany, hows that the company carried over 5,000.

one passengers in 1907 in excess of the preceding year, the figures being 133,800,000, as against 123,000,000 in 1906. This represents an increase of 4% per cent., while the traffic receipts advanced by 10 per cent. Owing to the greater increase in expenses than in receipts, and after allowing for depreciation, the figures show a loss of about \$130,000 for the year. The directors' report states that apart from the growth in general expenses the cost of maintaining and improving the motor omnibuses nearly reached 50 per cent. of the original cost of purchase. The company has not freedom of action in fixing of fares, as those are subject to the sanction of the police authorities.

AUTOMOBILE NOTES.

An officer of the Diamond Rubber Company last December predicted that even though the automobile business in general for 1908 might be much smaller than in 1907, the accessory manufacturers would have an active year. It is interesting to note how correct the forecast has been in regard to the business of the Diamond been in regard to the business of the Diamond tire people. Since March the Diamond factories have been working to their fullest capacity, and the daily tire production was never so large as it has been during the last three months. This applies not only to the manufacture of tire casings. applies not only to the manufacture of the casings, but inner tubes as well. A notable feature of the demand for tires this season is the increase in the call for the quick detachable type. The increased demand for quick acting rims also has thus far prevented the Diamond company from moving the factory in which the Marsh rim is made from Columbus, Ohlo, to the general factories at Akron, as will ultimately be done.

"The automobile has come to be regarded as a necessary adjunct to the Fire Department," said J. W. Gilson of the Mitchell Motor Car Company at Racine. "In the near future it will be the whole at Racine. "In the near future it will be the whole thing and another occupation of the horse will be gone. The practicability of the auto truck has been proved. It only remains to convince city officers of its advantages. For the present, however, the motor car is doing good service in several cities as the chief's vehicle. One of the latest to adopt the automobile is Milwaukee. The chief of the Milwaukee fire department now goes to a fire in a Mitchell touring car, and he is enthusiastic the Milwaukee fire department now goes to a fire in a Mitchell touring car, and he is enthusiastic over the improvement; says he gets there quicker and with far less interference from street traffic or danger to the innocent bystander. A clear street is always given the fire automobile as it comes with clanging gong, and fewer people risk crosslings than did when the chief travelled behind a fire horse. The automobile is the natural vehicle for fire service. It won't be long until it has part in the equipment of all the small as well as the large towns."

Plans for the grand reunion of Oldsmobilists Plans for the grand reunion of Oldsmobilists this year are rapidly nearing completion. Gen. John T. Cutting has already received a great number of assurances from Oldsmobile owners of their intention to be in line on June 20 with their cars and friends when the order to march is given on that day. It looks as if all records for the annual outing will be smashed this year, even though a number of Oldsmobile owners cannot be on hand on account of already starting on their preservanced tours. As in former years, the starting on their preservance tours. hand on account of already starting on their prearranged tours. As in former years, the star
attraction will be the grand drawing for an Oldsmobile, in which every owner of a car, no matter
what the year of make, is allowed to participate.
The machine offered this year is a 1958 Oldsmobile, valued at \$3,000, the winner having the choice
of either a Palace touring car or one of the fine
Oldsmobile racy runabouts. The Oldsmobile owners who have not received invitations (for the
grand drawing is limited to them alone) had better
send in their names to headquarters at once if
they wish to attend.

Arrangements have been made with the Columbia Oval Cricket Club for the use of its grounds
for that day. These are enclosed in a picturesque
spot not a stone's throw from Jerome avenue, so
the autoists will be immune from any outside interference. Tennis games, cricket games, baseball games and other outdoor sports have been
arranged for the entertainment of the visitors.
The clubhouse on the grounds will be at the disposal of the ladies, while a fine grand stand will
enable all who wish to view the sports with ease
and comfort.

Automobile enthusiasts are watching the effect of the endurance run recently begun by the Premier Motor Manufacturing Company. Twelve century runs aggregating 1,200 miles have already been made in and out of Indianapolis without adjustment or repair. This strenuous run contemplates 100 miles a day for 100 consecutive days, rain or shine. The car which is being used is the latest Premier model "30 Special," which figured so conspicuously in the deep water fording test to which its double system of ignition was put to recently, and will be driven under the eyes of an expert and disinterested observer. A new route will be selected each day in and out of Indianapolis, Chicago Buffalo, Philadelphia, Boston, New York and other cities which it is intended to include among the principal starting and finishing points between now and September 8. Two odometers will be used constantly so there will be no mistake as to the mileage.

The Lozier factory in Plattaburg, N. Y., numbers among its large force of workingmen several athletic organizations, and these organizations are prominent in the amateur sports of northern New York. The Lozier baseball team have this season proven amateur champious of that section of the State. Recently H. C. Pray, a member of the mechanical department, performed a feat of pedestrianism of more than ordinary ability, walking fifty-two miles from Lake Plactd to Plattaburg through the Adirondacks in 9 hours 55 minutes. Harry Tyler, ex-world's champion bleycle rider, of Springfield, is now connected with the Lozier company, having charge of the shipping department.

The rapid growth and importance of the takicab is shown in one of the largest contracts yet made for tires for this kind of motor car. The New York Taxicab Company has just placed its order with the Goodyear Tire and Rubber Company of Akron, Ohlo, for the complete tire equipment of 300 taxicabs with Goodyear quick detachable ifree on universal rims, in connection with the Goodyear air bottle. The contract calls for the enormous total of approximately twenty million miles of tire mileage.

Some fast time and a few records in hill climbing events have been made of late by different cars with a boited on type of tire, and because this type is heavy surprise has been expressed that the tires should be so fast. How this can be was elucidated by H. G. Fisk at the Dead Horse Hill contest, Worcester, Mass., June 6. In the clincher type the outer shoe, or envelope, is pinched together at the bottom so that the inner tube when indated tapers from the top downward, while in the boited on type the space within the envelope is round, owing to the broad head, and the inner tube inflated holds fully 10 per cent, more air than in a clincher of the same outer diameter.

"Two thousand 1908 cars sold and not one defective part reported is the record up to last week of the manufacturers of the Rambier," says Frank D. Homan.

Frank Yerger, in charge of the Studebaker branch in Philadelphia, recently had occasion to make a few demonstrations of the Studebaker model 23 electric runabout in Atlantic City, but instead of shipping the car by rail, decided to drive it over the road to Atlantic City, a distance of sixty-six miles. Although it rained most of the time and the roads were bad, John White of the Philadelphia branch made the run easily on one charge of the battery.

Following up the success which marked the clearance sale of the balance of the 1908 Mora four cylinder cars a few weeks ago S. H. Mora has issued instructions to the New York office to go ahead and do likewise with what is left of the Mora sixes. This decision has been arrived at for two reasons. In the first place the Mora company was over three months late in getting possession of its new plantat Newark, N. Y., and a number of orders for the sixes which were received in the early part of the season wers cancelled when it was seen that the date for delivery could not be met. Then, again, it is realized that the selling season for the year is coming to a close, and Mr. Mora's policy is against the carrying over of any 1808 models to the following season. It is simply a case of applying sound business principles in vogue in other commercial lines to the automobile industry. The price which the company has placed on the sixes for the clearance is without doubt one of the most attractive ever offered hereabouts.

Foreign stells and imported materials with construction along the most approved European lines adapted to American practice characterize the new Hol Tan cars, which will be very shortly put upon the market by the Hol-Tan company of New York city.

The three trophies won by the Hotchkiss racer at the Jamaica speed trials on June 5 have been engraved by the donors, the Brooklyn Eagle, the New York Herald and the Brooklyn Standard Union with the name of the owner, Harry Levey, and the time and name of the car, and have been sent to Mr. Levey. They are on exhibition at the Hotchkiss Import Company's salesrooms, where they will remain for several days.

C. W. Fornes, formerly Borough President of Manhattan, has accepted delivery of a 24-30 horse-power Acme touring car with which he will under-take extensive touring this summer in the East, taking his vacation outing in the Maine woods and the White Mountains.

Protests filed against E. Linn Mathewson, who won the Rocky Mountain cup race with a Thomas-Detroit, have been disallowed by the official committee. The protest made by Mathewson's competitors was based upon the claim that the Thomas-Detroit Blue Bird in which Mathewson won the race was not a stock car. Among the n'me starters he was the only one to finish the course, distancing every competitor. He made the ten laps of the thirty-two mile course in 8 hours 25 minutes 38 seconds, an average of nearly 40 miles an hour over treacherous country roads.

Vanadis at New London

The new steam yacht Vanadis, built at Glasgow for C. K. G. Billings, has arrived at New London. She made the passage across the Atlantic in eleven days. Capt. Thomas Farrington says the new yacht is a fine vessel Farrington says the new yacht is a fine vessel in every way. The Vanadis left the other side before all her joiner work had been finished. This was through the strike in the British shipyards, and the work will be done on this side. The yacht will be ready for commission on June 24, and Mr. Billings hopes to have her at the Harvard-Yale boat race. On her trial trip this yacht made very nearly 17 nautical miles an hour, and on her trip across the Atlantic she averaged 12 knets. The captein had orders not te drive the vessel.



NEW "40" RUNABOUT.

Distinctly the Smartest Car Yet Designed.

The most adaptable Roadster, having two, three or four comfortable riding seats available at will. And every one easy of access.

Such construction details as bronze in the motor base and transmission case, giving three times the strength of aluminum almost invariably used at these points, make for Locomobile Reliability.

An inspection and trial of this car will convince you that our claims are justifiable that this is the best built, best riding and best designed car on the market.

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WILKES BARRE-First in class from \$850 to \$1,250making hill in record time.

JAMAICA-A clean sweep in \$1,250 class. SEATTLE-Mitchell Roadster first in 3 mile event. SAN FRANCISCO—2 Mitchells, different models—perfect scores in 24 hour endurance run. OMAHA-Model I defeated 8 contestants in hill climb.

These performances are only repetitions of what Mitchell Cars can accomplish when put to the test.

> 4 Cylinder 20 H. P. Runabout \$1,000 4 Cylinder 20 H. P. Roadster ... \$1,250

4 Cylinder 35 H. P. Touring Car \$2,000

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1908 Delsons, 40 H. P..... \$2.000

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LIVERY comprise about every
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PRICES we ask are LESS
THAN & OF THEIR ORIGINAL COST. No matter what
car you are looking for we are
sure to have it. A PARTIAL
LIST OF OUR STOCK: 1908 Pierce
(two tops), 1907 Thomas Runabout,
1907 Pope-Hartford, 1908 Peerless,
Apperson Touring and Limousine,
1908 Stearns, 1907 Stevens-Duryea,
1906 Thomas, 1905 Packard. Packard
in Al condition, Auto Car (Limousine
and Runabout), 1907 Winfon XIV., 1908
Pope-Toledo, 1908 National, 1906 Royal
Tourist, 4 cylinder Elmore, imported
Mors, Oldsmobile touring, Oldsmobile
Runabout, 4 cylinder Cadiliac, 50 H, P.
Wayne, 1905 Thomas, 35 H, P. Locomobile, 1906 Ford, 1906 Haynes, 1906 White,
1907 Jackson, 1908 Maxwell, 1907 Bulck,
1907 Beo, Franklins, Ford and Cadiliac
Runabouts. Panhard, Rochet-Schneider, Martini and hundreds of others
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Orient Buckboards

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cial Wagons.

Other Bargains in new cars.
Names on request

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TO RACE TO NEW LONDON. Third Annual Event of the Indian Harbor Club Will Be Sailed Next Week.

The third annual race of the Indian Harbor Yacht Club from Greenwich to New London will be started on the morning of Tuesday June 23. This race is for all classes of yachts. including auxiliaries, over 25 feet rating enrolled in any recognized yacht club, and t was first arranged to enable the yachtsmen to have some sport while on their way to witness the Harvard-Yale boat race, which this year will take place on Thursday, June 25.

Buitable trophles are offered by the flag officers of the club and others as first prizes in each division. Second prizes are offered when four or more yachts start. There is a special prize for the auxiliary yacht making the best corrected time over the course, provided such yacht is not a winner in her divi-sion, and a special prize is offered for the New York Yacht Club 30 footers.

All yachts are to sail in cruising trim ex-All yachts are to sail in cruising trim except that club topsails may be carried. The starting line will be between a stake boat anchored one-half mile south of Great Captain Island light and a white flag on the committee boat. The finish line will be between the foremast of the Bartlett's Reef light vessel and a white flag on the committee boat. The length of the course is 72 nautical miles. The compass course to Stratford Shoal is east one-eight north and to Bartlett's Reef light vessel east half north. All yachts must pass south of Stratford Shoal, Falkner's Island and Cornfield Shoal light vessel.

Falkner's Island and Cornfield Shoal light vessel.
Yachts crossing the finishing line after dark shall burn the night signal of the club from which they are entered and shall hall the committee boat, giving the name and racing number. If the committee boat should be absent from the finish line yachts are to take their own time when Bartlett's Reef light vessel bears north half west and New London light bears between northeast one-quarter north and northeast three-eighths north. The race will be salled under the rules of the club and is without time limit. The warning signal will be made at 8 o'clock and the yachts will be started at regular intervals, according to classes. It will be a time start and yachts of each division if late will be timed at the expiration of the time for their division.

BLOCK ISLAND RACE ENTRIES. New York A. C. Event One of the Popular

Events of the Season. The race of the New York Athletic Club for small boats through the Sound to Block Island has become one of the most popular events of the season, and this year Chairman Harry Jackson, Jr., expects that there will be at least forty yachts entered and that nearly all will start. This race was first be at least lorty yaches entered and that nearly all will start. This race was first sailed three years ago, and largely through the work done by Mr. Jackson has pleased all owners of small yachts. This year the race will be started on Saturday next, and in addition to the sailing yachts a contest has been arranged for power boats, which will start some time after the sailing yachts. Last year thirty-three yachts entered and thirty-one started. Up to now thirty-three yachts have entered, and Mr. Jackson thinks that this number will be increased to forty by to-morrow, when the entries close with him at 239 Canal street.

In the race this year are the Mimosa II., owned by Stuyvesant Wainwright; the Duchess, owned by Br. J. B. Palmer; the Notos, owned by R. P. Mitchell, which are the largest; the Alera, A. W. Alker; the-Mist, H. A. Jackson, Jr.; the Nutmeg and Little Rhody II. The Okee, winner of the race in 1906 and 1907, is also entered.

It is thought that there will be at least a dozen starters in the contest for power boats.

AUTOMOBILES.

The ear of perfection v

Thomas-Detroit 40 H. P. Touring Car or Roadster Price (F. O. B. \$2,750 Detroit)

THOMAS-DETROIT 40 H. P. WINS.

Whether in its class or when in competition with cars rated at much higher power, and costing double what the Thomas-Detroit sells for, the result is invariably the same—the Thomas-Detroit 40 H. P. wins.

We have told you it is the best shaft-driven car made. Are we not making good?

VICTORIES DURING MAY

DETROIT Endurance Run, 450 miles; three entries; three

HARTFORD Endurance Run. Perfect score. KANSAS CITY Endurance Run. Perfect score. BALTIMORE-HAGERSTOWN Endurance Run. Per-

CINCINNATI Hill Climb. Won in \$2,000-\$3,000 class. ALBANY Hill Climb. Won in \$2,000-\$3,000 class, beating time of all four-cylinder cars entered.

NEW HAVEN Hill Climb. Won in class for ears with cylinder capacity under 550 cubic inches.

MINNEAPOLIS Endurance Run. Made only perfect road score among 19 starters. WILKES-BARRE Hill Climb. Won in \$2,000-\$3,000 class.

ROCKY MOUNTAIN Cup Race, 320 miles, at Denver, First; averaging over 40 miles per hour on country roads. Only car that finished. No repairs.

ALSO

AT WORCESTER—Four firsts, three seconds, equaling time made by any stock car selling for \$6,000 or under. AT WASHINGTON-First for stock touring cars of any

AT BOSTON - Perfect score, Bay State Sealed Bonnet

LONG ISLAND-Perfect score, Long Island Automobile

3,000 miles on high gears alone in Middle West during the Worst Winter Weather.

These are only a few of the many continuous victories of the Thomas-Detroit 40 H. P. They mean much to the buyer. They mean that the Thomas-Detroit 40 H. P. has the power, speed and stand-up qualities that you should demand in the motor car you

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■ The first allotment of BRIARCLIFF 4-CYLINDER RUNABOUTS (expected to be sufficient for the season of 1908) has been SOLD AND DE-LIVERED. Ten more only are for sale from a final allotment, and deliveries can be had on June 21st. When these are sold, no more 4-cylinder Runabouts can be delivered this season.

There are ONLY TWO MORE BRIARCLIFF 6-CYLINDER RUN-ABOUTS for sale. Immediate delivery for this week and NO MORE then to be had this season.

■ There are remaining only 17 TYPE H 4-CYLINDER SHAFT-DRIVE TOURING CARS to come through, and NO MORE to be had for the

I twill therefore be seen that our 1908 product is nearly sold out, and in order to secure a LOZIER this season it will be necessary to PLACE ORDERS WITHOUT DELAY.

THE LOZIER MOTOR COMPANY 55th Street, and Broadway, N.Y.

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are constructed in a manner that other manufacturers would call extravagant, but they do not pay the tire bills. We could save about half the expense by constructing them of cheaper materials, but our object has been to make the best tires possible.

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Cars in Manhattan! Most unusual opportunity!
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